



ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1945-46

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

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1946

Edmonton, July 10, 1946

TO HIS HONOUR,

J. C. BOWEN,

Lieutenant Governor of the Province of Alberta.

SIR:

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1946.

Respectfully submitted,

W. A. FALLOW,

Minister of Public Works.

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GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF PUBLIC WORKS
REPORT
OF THE
DEPUTY MINISTER OF PUBLIC WORKS
For the Fiscal Year Ended March 31st, 1946

HON. W. A. FALLOW,
Minister of Public Works.

SIR:

I have the honour to submit herewith the report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1946.

HIGHWAYS, BRIDGES AND SURVEYS

The mileage of main highways maintained during the year was 3,984.16, being 27.82 miles increase over the previous year. The sum of \$964,899.24 was expended for reconstruction and maintenance of Main Highways. The sum of \$900,060.71 was expended for construction and maintenance of District Highways and Local Roads.

An extensive programme was carried out by the Main Highways Construction Branch, which included the grading of 209.90 miles of highway. Of this mileage, 150.62 miles were standard earth grade and 59.28 miles grade re-conditioned. In addition, 235.84 miles were gravel surfaced. A total of 33.92 miles of base course was placed during the season together with 18.30 miles of Asphaltic Hot Mix surface course and 28.61 miles of Asphaltic Surface Treatment. Under an agreement with the Province of Saskatchewan, work was completed on the reconstruction of the Fourth Meridian Highway from Lloydminster south. Four location parties were placed on the highway from Meikle River to the North Provincial Boundary during the winter, tenders being called and a contract awarded in February 1946 for the construction of 243 miles under Dominion-Provincial Agreement.

The work of the Bridge Branch included erection of steel and timber bridges and culverts on Main Highways. All steel bridges were fabricated within the Province. Seven steel bridges and 134 timber bridges were constructed and 116 bridges were repaired, making a total of 257 bridges dealt with during the year. Work was completed on the installation of the 650-foot steel over the Athabaska River at Smith and the 700-foot steel bridge over the Saskatchewan River at Rocky Mountain House.

The total sum expended under Post-War Reconstruction was \$739,705.80. Of this amount the sum of \$397,158.14 was on Main Highways; \$206,129.33 on Bridges; \$46,021.75 on the Grimshaw Highway; \$83,129.53 on the New Nurses' Home at the University of Alberta Hospital, and \$7,267.05 Miscellaneous.

The report of the Director of Surveys shows a slight increase in the number of surveys carried forward to the ensuing year and a decrease in plans submitted by Municipal Districts.

TOWN AND RURAL PLANNING ADVISORY BOARD

The Town Planning Act, 1929, is administered by the above Board, and the activities are covered by the report of the Director of Town Planning.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

Details of maintenance, alterations, additions and construction of buildings are contained in the report of the Superintendent of Buildings.

MECHANICAL BRANCH

The Boilers, Factories and Electrical Protection Acts, as well as operation of the Provincially owned power plants, are under the jurisdiction of the above branch, and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, 1936, is administered by the above Board. An increase in mileage covered by public service vehicles over the mileage of the previous fiscal year is reported.

PROVINCIAL GAOLS

Reports on these institutions show an average daily population for the year of approximately 331 prisoners, compared with 322 the previous year. The average net cost per prisoner for the period is lower than last year.

Respectfully submitted,

G. H. N. MONKMAN,
Deputy Minister.

MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS
FERRIES, OPERATION, MAINTENANCE AND
REPLACEMENTS

(A. FRAME, *Superintendent of Maintenance*)

The maintenance of Main Highways, District Highways, Local Roads and Ferries was under the supervision of Eleven District Engineers.

Detailed information covering expenditure for the fiscal year 1945-46 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance of main highways. The total mileage of this class of highway is 3,984.16 miles. Expenditure as shown by the statement amounted to \$964,899.24.
2. A statement showing the distribution from both capital and income accounts of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$900,060.71 was made in this way.
3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 56 ferries operated by the Province during the season with a total expenditure on ferry operation and maintenance of \$122,560.00.

EXPENDITURE FOR THE MAINTENANCE OF MAIN HIGHWAYS
For the year ended March 31, 1946

Location	Miles	Amount
Walsh to Bassano	140 52	\$ 46,315 07
Medicine Hat to Grassy Lake	48 91	6,253 78
Carway to Nanton	105 70	20,964 18
Grassy Lake to Crowsnest	155 21	43,738 03
Lethbridge to Cutts	72 16	9,448 47
Lethbridge to Waterton	78 01	15,705 35
Pincher to Waterton	32 28	12,397 86
Monarch to Carmangay	26 68	4,076 79
Lethbridge to Iron Springs	24 49	6,195 38
Cardston to Emigrant Gap	17 25	2,690 55
Bassano to Banff	155 51	71,481 87
Nanton to Didsbury	87 51	38,555 99
Okotoks to NE 17-18-2-5, Little New York	23 95	7,045 38
Calgary to Bowness Park	4 70	624 51
Inverlake to SE 16-28-21-4	57 50	12,206 23
SE 16-28-21-4 to Alsask	147 72	20,546 92
Drumheller to Wayne	7 70	1,403 43
Beiseker to Twining	26 20	4,377 59
Midnapore to Black Diamond	30 85	7,193 37
Carmangay to High River	63 44	10,479 06
Vulcan Corner to Cheadle	43 60	7,050 74
Carbon—West and South	16 65	2,092 86
Wetaskiwin to Edmonton	38 21	21,812 43
Hayter to Wetaskiwin	173 45	22,806 75
Butze to Edmonton	178 95	36,398 68
Ft Sask Bridge to Chipman Corner	37 69	8,603 73
Lloydminster to Edmonton	158 73	35,887 66
Battle River to Viking	56 00	2,321 27
Leduc to 5th Meridian	18 50	3,180 90
Cooking Lake Highway to Airport	1 30	70 38
Wainwright to Vermilion	37 16	6,216 79
4th Meridian Road South of Lloydminster	16 00	872 71
Didsbury to Wetaskiwin	100 63	59,922 40

DEPARTMENT OF PUBLIC WORKS

Location	Miles	Amount
Red Deer to Nordegg	106 83	\$ 12,375 04
Compeer to Nevis	155 02	19,705 22
Nevis to Rimbey	66 26	10,905 90
Wetaskiwin to Pigeon Lake	28 22	6,436 05
Bentley to Sylvan Lake	11 10	1,909 46
Twining to Nevis	60 71	10,651 26
Olds to Sundre	24 18	4,722 29
Hanna to Battle River	61 00	4,066 22
Penhold to Lousana	28 00	390 74
Waskateneau to Cold Lake	110 00	35,955 08
Edmonton to Jasper Park Boundary	199 46	51,111 47
Carvel Corner to Whitecourt	96 00	15,047 13
Jasper Highway to Edmonton Beach	2 32	263 18
Jasper Highway to Kapasiwin Beach	2 48	131 57
Jasper Highway to Seba Beach	2 13	199 37
Fulston to McLeod River	9 31	687 22
Alberta Beach Road	6 45	577 34
To Country Club	2 30	718 19
Edmonton to Faust	218 38	52,685 98
Edmonton to Fort Sask Bridge	11 65	7,827 20
Clyde to Barrhead Corner	31 30	7,915 38
Edmonton to 3 miles North and East of Radway	55 65	18,244 40
Namoo to Gibbons	17 47	1,866 69
Dunvegan to Pouce Coupe	121 62	30,151 42
Triangle to Grande Prairie	107 44	25,189 85
Faust to Dunvegan	190 72	29,861 48
Grimshaw to Notikewin	75 00	24,243 38
General		22,208 93
ADD		
Reconstruction Expenditure by Construction Branch from Maintenance Funds (Appropriation 706 B H) (Mileage included above)		
Calgary to Carstairs		186 23
Carstairs to Bowden		9,812 29
Red Deer to Ponoka		4,662 37
Ponoka to Millet		2,408 95
Millet to Edmonton		1,008 90
Edmonton to Legal		1,800 00
Triangle to Donnelly		12 00
Camrose to Wetaskiwin		23 95
	<u>3,984 16</u>	<u>\$964,899 24</u>

EXPENDITURE ON CONSTRUCTION AND MAINTENANCE OF DISTRICT
HIGHWAYS AND LOCAL ROADS

For the year ended March 31, 1946

ID or MD No	Income	Capital	Total
	\$	\$	\$
ID 1	127 27		127 27
MD 2		4,000 00	4,000 00
ID 3	10,899 94		10,899 94
MD 4	30 80	3,000 00	3,030 80
MD 5	3,905 36	5,000 00	8,905 36
ID 6	6,352 13		6,352 13
MD 7		1,382 36	1,382 36
MD 9		3,971 00	3,971 00
ID 10	59 34		59 34
ID 11	4,360 41		4,360 41
MD 12		2,500 00	2,500 00
MD 13		2,000 00	2,000 00
MD 14		4,000 00	4,000 00
ID 15	11,236 09		11,236 09
MD 16		4,326 07	4,326 07
ID 21	8,398 32		8,398 32
ID 22	38 62		38 62
ID 23	3,059 15		3,059 15
MD 25		2,246 59	2,246 59
MD 26		7,000 00	7,000 00
ID 27	7 20		7 20
ID 28	8,991 47		8,991 47
MD 29		6,000 00	6,000 00
MD 30		4,000 00	4,000 00
MD 31		6,000 00	6,000 00
MD 32	1,000 00	6,000 00	7,000 00
MD 34		2,000 00	2,000 00
ID 39	1,054 63		1,054 63
MD 40		5,000 00	5,000 00
ID 41	1,009 09		1,009 09
ID 42	6,967 00		6,967 00
MD 43		5,000 00	5,000 00
MD 44	1,000 00	7,000 00	8,000 00
MD 45		1,500 00	1,500 00
ID 46	4,429 26		4,429 26
MD 47	17 00	10,000 00	10,017 00

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I D or M D No	Income	Capital	Total
M D 48		\$ 10,000 00	\$ 10,000 00
M D 49	\$ 5,721 00	10,000 00	15,721 00
I D 50	2,979 16		2,979 16
M D 52		5,000 00	5,000 00
M D 53		8,000 00	8,000 00
M D 54		15,000 00	15,000 00
M D 55	7,500 00	7,500 00	15,000 00
M D 56	2,000 00	3,000 00	5,000 00
M D 57	1,600 00	4,000 00	5,600 00
I D 58	132 60		132 60
M D 61		10,000 00	10,000 00
M D 62		12,000 00	12,000 00
M D 63		12,000 00	12,000 00
M D 64	1,450 00	9,000 00	10,450 00
I D 65	19,084 52		19,084 52
M D 66	1,000 00	8,000 00	9,000 00
M D 67		3,000 00	3,000 00
I D 68	1,945 21		1,945 21
I D 69	107 68		107 68
M D 71		17,990 00	17,990 00
M D 72	1,500 00	10,000 00	11,500 00
M D 73		8,000 00	8,000 00
M D 74	3,950 00	6,312 00	10,262 00
M D 75	4,500 00	8,000 00	12,500 00
I D 76	34,804 62		34,804 62
I D 77	12,479 41		12,479 41
I D 78	20,382 73		20,382 73
I D 79	826 47		826 47
M D 80		12,000 00	12,000 00
M D 82		8,000 00	8,000 00
M D 83		7,500 00	7,500 00
M D 84		9,000 00	9,000 00
M D 86	4,568 26	11,000 00	15,568 26
M D 87		2,000 00	2,000 00
M D 88		440 00	440 00
M D 89		10,000 00	10,000 00
M D 90	725 00	5,000 00	5,725 00
M D 91		5,000 00	5,000 00
M D 92		12,000 00	12,000 00
M D 93	300 00	9,731 44	10,031 44
M D 94		2,500 00	2,500 00
I D 95	8,029 33		8,029 33
I D 101	14,197 40		14,197 40
I D 102	25,288 22		25,288 22
M D 103	2,000 00	6,000 00	8,000 00
I D 104	8,131 66		8,131 66
M D 105		4,000 00	4,000 00
M D 106	160 50	1,200 00	1,360 50
I D 107	16,992 81		16,992 81
I D 108	17,283 90		17,283 90
I D 109	5,444 66		5,444 66
I D 111	8,929 33		8,929 33
I D 121	1 39		1 39
I D 122	4,079 73		4,079 73
I D 124	3 95		3 95
I D 125	3,974 24		3,974 24
I D 126	1,668 10		1,668 10
M D 127		15,000 00	15,000 00
I D 128	1,076 20		1,076 20
I D 130	8,425 51		8,425 51
I D 131	6,057 47		6,057 47
I D 132	21,245 95		21,245 95
M D 133	328 29	2,500 00	2,828 29
I D 134	6,967 90		6,967 90
M D 135		2,000 00	2,000 00
M D 136		3,000 00	3,000 00
I D 138	12,046 20		12,046 20
I D 139	9,611 99		9,611 99
I D 143	1,885 45		1,885 45
I D 146	324 64		324 64
I D 147	1,244 98		1,244 98
General	36,258 57	1,248 06	37,506 63
Appropriations to Indian Reserves			
D2	3,196 44		3,196 44
D4	2,608 98		2,608 98
D6	1,333 39		1,333 39
D7	1,449 11		1,449 11
	<u>\$430,746 03</u>	<u>\$387,847 52</u>	<u>\$818,593 55</u>
Special Appropriations			
43 27	28,598 74		28,598 74
41-7-40	49,261 56		49,261 56
41-7-42	2,243 95		2,243 95
Bow West Special Areas	1,362 91		1,362 91
	<u>\$512,213 19</u>	<u>\$387,847 52</u>	<u>\$900,060 71</u>

DEPARTMENT OF PUBLIC WORKS

SUMMARY

Income Account—Appropriation 707B	\$512,213 19
Capital Account—Appropriation 771B	387,847 52
	<u>\$900,060 71</u>

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENT OF FERRIES

For the year ended March 31, 1946

Location	River	Operation and Maintenance	Replacements and Installation	Total
Desjarlais	North Saskatchewan	\$ 2,452 38	\$ 370 56	\$ 2,822 94
Holmes Crossing	Athabasca	3,554 53	461 68	4,016 21
Dorothy	Red Deer	1,076 44		1,076 44
Pakan	North Saskatchewan	3,418 46	1,014 50	4,432 96
Garrington	Red Deer	1,972 53		1,972 53
*North of Lloydminster	North Saskatchewan	651 09		651 09
Athabasca	Athabasca	3,510 31	258 46	3,768 77
Letts Crossing	Pembina	816 96		816 96
Shandro	North Saskatchewan	3,082 84	434 69	3,517 53
Hopkins	North Saskatchewan	1,282 35		1,282 35
Hutton	Red Deer	339 98		339 98
Rocky Mountain House	North Saskatchewan	3,414 09	38 33	3,452 42
Lac Ste Anne	Narrows	772 46		772 46
Lea Park	North Saskatchewan	3,189 30	324 49	3,513 79
Eldorena	North Saskatchewan	2,738 45	984 07	3,722 52
Sangudo	Pembina	939 45	5 85	945 30
Scuth of Holborn	North Saskatchewan	828 59		828 59
Dunvegan	Peace	1,806 38	164 43	1,970 81
Bow Island	South Saskatchewan	1,098 05	26 38	1,124 43
North of Myrnam	North Saskatchewan	2,508 11	283 59	2,791 70
Genesee	North Saskatchewan	1,016 15	108 14	1,124 29
Stevenville	Red Deer	944 18		944 18
Goodwin Crossing	Smoky	3,322 73	252 43	3,575 16
West of Munson	Red Deer	891 39		891 39
Berrymoor	North Saskatchewan	2,160 54	555 73	2,716 27
Finnegan	Red Deer	1,075 02	62 78	1,137 80
Lindberg	North Saskatchewan	1,076 47		1,076 47
Allendale Crossing	McLeod	1,365 19	50 47	1,415 66
Vinca Crossing	North Saskatchewan	1,897 61	412 79	2,310 40
McLeod Valley	McLeod	2,229 15	30 26	2,259 41
North of Jenner	Red Deer	1,014 17		1,014 17
Gregory Crossing	Red Deer	1,034 63		1,034 63
Elk Point	North Saskatchewan	3,832 71	319 46	4,152 17
West of Morrin	Red Deer	1,807 03		1,807 03
Smith	Athabasca	3,492 98		3,492 98
Scuth of Fahler	Little Smoky		1,520 72	1,520 72
Grovedale	Wapiti	1,098 05	310 56	1,408 61
Klondyke Crossing	Athabasca	1,113 87	406 36	1,520 23
Flatbush	Pembina	1,016 89		1,016 89
South of Wembley	Wapiti	2,186 20	14 43	2,200 63
East Coulee	Red Deer	1,906 68	9 76	1,916 44
West of Fawcett	Pembina	1,230 18	181 82	1,412 00
South of Crowfoot	Bow	1,151 91		1,151 91
South of Fawcett	Pembina	1,560 43	38 74	1,599 17
Waskateneau	North Saskatchewan	2,656 92	456 60	3,113 52
North of Blue Ridge	Athabasca	4,149 28	1,282 39	5,432 27
Mahaska	McLeod	828 90		828 90
North of Atlee	Red Deer	955 53		955 53
Watino	Smoky	2,011 88	670 99	2,682 87
Forbesville	North Saskatchewan	1,012 19		1,012 19
South of Empress	South Saskatchewan	1,913 27	812 12	2,725 39
Rosevear	McLeod	885 84		885 84
Warspite	North Saskatchewan	2,175 41	578 28	2,753 69
Fort Vermilion	Peace	1,544 43		1,544 43
Heinsberg	North Saskatchewan	3,273 00	1,207 08	4,480 08
Rosedale	Red Deer	2,156 95	9 76	2,166 71
Beauvallon	North Saskatchewan	2,024 86	820 12	2,844 98
Bowslope	Bow	1,594 53		1,594 53
Ferries	General	3,050 08		3,050 08
		<u>\$108 079 98</u>	<u>\$ 14,480 02</u>	<u>\$122,560 00</u>

*This Ferry on 4th Meridian and operated by the Province of Saskatchewan, the Province of Alberta paying fifty per cent of the operating cost

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1, 1945-March 31, 1946

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the year nine crews were employed on bridge work.

Considerable ferry maintenance was done by our crews and several bridges replaced by concrete or corrugated iron pipe culverts. Some bridges were built in connection with new highway construction.

Work was completed on the installation of the 650-foot steel bridge over the Athabaska River at Smith, and the 700-foot steel bridge over the Saskatchewan River at Rocky Mountain House.

As in previous war years considerable difficulty was experienced in obtaining material.

The following is a list of steel bridges which were constructed:

Size	Stream	Location
1-250 and 2-200 ft Spans	Athabaska River	N 23-71-1-5
4-175 ft Spans	Saskatchewan River	Sec 21-39-7-5
1- 80 ft Span	Paddle River	7/8-57-7-5
1-100 ft Span	Beaverlodge River	S W 4-72-10-6
2-200 ft Spans	Pembina River	S W 1-57-7-5

The following is a list of steel bridges which were reconstructed:

Size	Stream	Location
1- 60 ft Span	Spirit River	Lots 21-78-5-6
1-135 ft Span	Spirit River	Lots 23 32-78-5-6

SUMMARY OF WORK ON BRIDGES, 1945-46

Steel Bridges as shown above	7
Timber Bridges Constructed	134
Bridges Maintained	116
Total	257

MAIN HIGHWAYS BRANCH

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the season 1945, a total of 150.62 miles of highway were graded and 59.28 miles of grade were re-conditioned. In addition, 235.84 miles were gravel surfaced.

A total of 33.92 miles of base course was placed during the season together with 18.30 miles of Asphaltic Hot Plant Mix Surface Course and 28.61 miles of Asphaltic Surface Treatment.

As in other war years, considerable difficulty was encountered in obtaining labour and supervising technical personnel.

Four location parties were placed on the Highway from Meikle River to the North Provincial Boundary during the winter, tenders being called and a contract awarded in February, 1946, for the construction of 243 miles under Dominion-Provincial Agreement.

Following is a statement of the work performed during the year ended March 31, 1946:

GRADING
MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Carstairs Fill	0.34	SEG	Day Labour
Approaches to Smith Bridge	1.00	SEG	Day Labour
Diversion West of High Prairie	0.50	SEG	Day Labour
McLennan to Donnelly	7.25	GR	Day Labour
Donnelly to Peace River	37.78	GR	Day Labour
Lethbridge Hill	1.48	SEG	Day Labour
Craddock to Warner	15.69	SEG	Contract
Warner to Coutts	24.30	SEG	Contract
Rocky Mountain House—West	2.29	SEG	Day Labour
Galahad to Battle River	5.79	SEG	Day Labour
TOTAL	96.42		

SEG, Standard Earth Grade, 51.39 miles, GR, Grade Reconditioning, 45.03 miles By Contract, 39.99 miles By Day Labour, 56.43 miles

SECONDARY HIGHWAYS

Location	Miles	Type	Work Done by
Wetaskiwin to Brightview	14.25	GR	Day Labour
Calmar to Thorsby	2.97	SEG	Day Labour
Lisburn to Sangudo	5.41	SEG	Day Labour
Sangudo to Rochfort	6.98	SEG	Day Labour
TOTAL	29.61		

SEG, Standard Earth Grade, 15.36 miles, GR, Grade Reconditioning, 14.25 miles By Contract, Nil By Day Labour, 29.61 miles

MISCELLANEOUS

Location	Miles	Type	Work Done by
Lloydminster to Marsden Corner	10.40	SEG	Day Labour
Penhold to Pine Lake	9.09	SEG	Day Labour
Fawcett to Flatbush	13.25	SEG	Day Labour
Flatbush Connection	2.00	SEG	Day Labour
McLeod River to Coalspur	14.59	SEG	Contract
Lac La Biche to Gourin	19.45	SEG	Day Labour
Plamondon Connection	1.84	SEG	Day Labour
Two Hills to Willingdon	13.25	SEG	Day Labour
TOTAL	83.87		

SEG, Standard Earth Grade, 83.87 miles By Contract, 14.59 miles By Day Labour, 69.28 miles

GRADING SUMMARY

	Main Highway	Secondary Highway	Miscellaneous	Totals
Standard Earth Grade	51 39	15 36		150 62
Grade Reconditioning	45 03	14 25	83 87	59 28
TOTALS	96 42	29 61	83 87	209 90
By Contract	39 99		14 59	54 58
By Day Labour	56 43	29 61	69 28	155 32
TOTALS	96 42	29 61	83 87	209 90

GRAVELLING

FIRST COURSE GRAVEL SURFACING—MAIN HIGHWAYS

Location	Miles	Work Done by
Peace River to Nampa	12 70	Day Labour
Nampa to Donnelly	17 38	Day Labour
Lethbridge Hill	1 48	Day Labour
Czar to Metiskow	8 07	Day Labour
Galahad to Battle River	6 23	Contract
Diversion West of High Prairie	0 50	Day Labour
TOTAL	46 36	

By Contract, 6 23 miles By Day Labour, 40 13 miles

SECONDARY HIGHWAYS

Location	Miles	Work Done by
Lisburn to Sangudo	7 23	Day Labour
Sangudo to Rochfort	1 72	Day Labour
Total (by Day Labour)	8 95	

MISCELLANEOUS

Location	Miles	Work Done by
Lloydminster to Marsden Corner	23 84	Day Labour

REPLACEMENT GRAVEL SURFACING—MAIN HIGHWAYS

Location	Miles	Work Done by
Canyon Creek West	3 35	Day Labour
Faust to Jousard	11 10	Day Labour
Bruce to Holden	9 05	Contract
Holden to Tofield	20 90	Contract
Cooking Lake to Tofield	20 11	Contract
Edmonton Cooking Lake	19 79	Day Labour
Innisfree to Lavoy	10 18	Day Labour
Lavoy to Vegreville	10 64	Contract
Chipman Corner to Vegreville	25 90	Contract

By Contract, 86 60 miles By Day Labour, 44 42 miles

SECONDARY HIGHWAYS

Location	Miles	Work Done by
Wetaskiwin to Brightview	14 25	Day Labour
Black Diamond—West	2 50	Contract
TOTAL	16 75	

MISCELLANEOUS

Location	Miles	Work Done by
Lloydminster to Marsden Corner	8 00	Day Labour
Town of Vegreville	0 92	Contract
TOTAL	8 92	

GRAVELLING SUMMARY

	Main Highway	Secondary Highway	Miscellaneous	Totals
First Course Graveling	46 36	8 95	23 84	79 15
Replacement Graveling	131 02	16 75	8 92	156 69
TOTALS	177 38	25 70	32 76	235 84
By Contract	92 83	2 50	0 92	96 25
By Day Labour	84 55	23 20	31 84	139 59
TOTALS	177 38	25 70	32 76	235 84

DEPARTMENT OF PUBLIC WORKS

MAIN HIGHWAYS CONSTRUCTION
STATEMENT OF EXPENDITURE, YEAR ENDED MARCH 31, 1946

Project No	Description	Total	Engineering	Grading	Culverts	Fencing
1C1	Calgary to East of SE 19-26-5-5	\$ 301 92	\$ 221 84	\$ 1 92		
1C2	East Boundary SE 19-26-5-5 to Banff	211 72	131 64	1 93		
2A2	Cardston to Macleod	1,632 38	916 30	33 92	\$ 22 91	\$ 30 34
2B2	Stavely to High River	30 00	30 00			
2B3	Calgary to High River	507 11	376 53			
2C1	Calgary to Carstairs	7,100 31	428 41			
2C2	Carstairs to Bowden	22,268 61	1,098 67	10,653 39	1,341 70	
2C3	Bowden to Red Deer	654 82	332 29	271 45		
2D1	Red Deer to Ponoka	669 79	669 79			
2D2	Ponoka to Millet	118,299 86	817 32		22 43	
2D3	Millet to Edmonton	20,603 22	928 34	517 99	1 42	
2E1	Edmonton to Legal	5,025 51	462 47			
2E2	Legal to Rochester	8 35	8 35			
2F3	Smith to Slave Lake	2,078 07	909 19	1,029 99	138 89	
2F4	Slave Lake to Kinuso	4,001 65	412 31			
2G1	Kinuso to Arcadia	5,904 54	789 77	38 50		
2G2	Arcadia to Triangle	8,038 13	740 84	7,028 76	82 80	
2G3	Triangle to Donnelly	13,124 47	1,285 71	9,744 34	1,768 75	29 72
2G4	Donnelly to Peace River	99,544 89	5,508 10	37,045 31	7,858 19	18 25
2H2	6th Meridian to Dunvegan	2,280 84		2,280 84		
3A3	Taber to Lethbridge	2,193 74	1,317 89	400 00		
3B1	Lethbridge to Macleod	8,814 26	414 84	6,748 37		34
4A1	Lethbridge to Warner	68,254 95	11,781 50	46,750 51	6,080 55	
4A2	Warner to Coutts	127,156 92	9,427 49	75,862 46	27,215 07	50 55
7A	Okotoks to NE 17-18-2-5	1,855 58				
11A	Red Deer to Rocky Mountain House	3,122 96		3,093 20	5 76	
11B	Rocky Mountain House to Brazeau	15,500 11	2,232 76	12,471 42	552 51	114 77
13A	Alberta-Saskatchewan Boundary to Hughenden	7,310 65	359 94	60 50		51 43
13B3	Daysland to camrose	212 28			157 08	55 20
14A	Alberta-Saskatchewan Boundary to Wainwright	7 53		7 53		
14B2	Irma to Viking	9 80				
14B3	Viking to Holden	12,510 65	384 79			
14C1	Holden to Tofield	40,845 67	835 38			
14C2	Tofield to Cooking Lake	36,224 95	940 17			
14C3	Cooking Lake to Edmonton	17,327 29	797 94			
16A2	Vermilion to Innisfree	824 33	680 13	44 20		
16A3	Innisfree to Vegreville	29,601 67	1,544 44	492 81	72 56	
16B1	Vegreville to Junction Highway 15	53,559 98	1,341 46	84 08		
16C1	Edmonton to Carvel Corner	40 00				
16C2	Carvel Corner to Entwistle	1,214 11	1,214 11			
17A1	Carvel Corner to Sangudo	26,586 84	1,935 11	18,509 89	1,140 65	7 44
17A2	Sangudo to Whitecourt	28,862 33	3,408 53	20,187 17	3,150 36	35 00
19A	Wetaskiwin to Westerose	7,156 76	233 83	206 60		
21A	Beiseker to Trochu	36 00				
22A	Midnapore to Black Diamond	1,300 98	235 93			
28B1	Waskatenau to Vilna	3,325 44	304 00	325 40	429 08	
34A2	Valleyview to 6th Meridian	1,495 50				
35A3	Notikewin to Miekle River	8 73	6 38	2 35		
36A2	Viking to Killam	34,286 56	4,224 52	20,775 18	5,541 13	4 00
39A1	Leduc to 5th Meridian	232 90	232 90			
39A2	5th Meridian to Thorsby	13,300 84	1,808 84	9,422 67	1,479 51	
40A	Cardston to Emigrant Gap	1,592 10				
40 2A	Carway to Nanton	5 48				
41A	Vermilion to Wainwright	20 00		20 00		
42A	Lousana to Penhold	31,109 38	4,461 48	21,845 23	3,651 40	
41-9-18	Westlock to Smith	80,659 57	6,100 87	50,751 89	10,819 66	368 26
48995	Bickerdike to Coalspur	82,833 46	8,360 98	66,309 60	8,078 73	
43 27	Two Hills to Willingdon	340 03				
40 00E Gen		147 82		147 82		
40 00E23	City of Medicine Hat	1,283 40				
40 00E28	City of Red Deer	147 90				
40 00E32	Town of Vegreville	639 74	14 44			
40 00E42	City of Drumheller	136 05				
40 00E43	City of Wetaskiwin	213 30				
40 00E47	City of Lethbridge	853 50				
40 00E71	City of Edmonton	4,138 50				
40 00E72	City of Calgary	2,607 60				
4284	Fourth Meridian Road	48 00				
3077	Rentals—Pit Sidings and Gravel Pits	6,558 72				
3083	General and Administration	44,109 48		6,481 37		
		\$1,112,915 53	\$ 80,668 52	\$429,648 59	\$ 79,611 14	\$ 765 30

SUMMARY

Appropriation 754A	\$ 45,741 97
Appropriation 754B	1,067,173 56
	<u>\$1,112,915 53</u>

S W 2, 1945/46—Construction of Road on 4th Meridian, South of Lloydminster	
Total Expenditure—See Detailed Statement	\$ 62,935 65
Less Reimbursed by Province of Saskatchewan	31,363 39
Net Expenditure	<u>\$ 31,572 26</u>

Compen- sation	Moving Poles	Gravel Surfacing	Miscel- laneous	Sub-Grade Stabilizing	Clay Surfacing	Seal Coat	Treatment	Plant Mix	Grants to Incorporated Areas
\$ 628 91				\$ 59 46 59 45				\$ 18 70 18 70	
		\$ 1,228 95 414 80 6 80		105 58 5,442 95 2,672 78			\$ 6,087 27 44 28	25 00	
		4,563 04		25,253 53 2,129 08		\$ 20,184 45 113 24		71 504 14 17,431 14	
		3,589 34 5,076 27 185 73 295 95							
10 00	\$ 55 56	49,049 48							
50 00		405 35 1,650 71		25 50					
3,426 50 3,696 35		35 64 9,483 59 1,855 58 24 00 128 65		180 25 1,421 41					
48 77		3,787 29			\$ 3,002 72				
		9 80 12,125 86 40,010 29 35,284 78 16,529 35							
100 00		27,491 86 51,762 84							
371 60 40 00									
555 59 653 53		4,438 16 1,427 74 6,716 33 36 00 1,065 05							
2,266 96 1,495 50									
156 20		3,585 53							
464 82 1,592 10 5 48	125 00								
3,020 73 84 15 340 03	1,151 27	4,026 04			5,572 12				
		625 30							\$ 1,283 40 147 90
48 00 579 00		5,979 72							136 05 213 30 853 50 4,138 50 2,607 60
			\$ 37,628 11						
\$ 19,634 22	\$ 1,331 83	\$292,895 82	\$ 37,628 11	\$37,349 99	\$ 8,574 84	\$ 20,297 69	\$ 6,131 55	\$ 88,997 68	\$ 9,380 25

NOTES Reconstruction work in the sum of \$100,018 94 was also undertaken by the Branch Payment for same was made from Appropriation 706BH-707BH, and is included in Statement for Main Highways Maintenance and District and Local Roads.

NOTE The above figures include Special Appropriation 754BS

NOTE The above figures do not include Post-War Reconstruction, O C 784, 1945/46

DEPARTMENT OF PUBLIC WORKS

STABILIZED BASE COURSE—MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Kavanagh to Edmonton	19 16	Waterproofed Mech	Stabilized Day Labour
Airdrie to Crossfield	9 45	Waterproofed Mech	Stabilized Contract
Millet to Kavanagh	3 42	Road Mix Stabilized	Contract
Wetaskiwin to Millet	1 89	Road Mix Stabilized	Contract
TOTAL	33 92		

By Day Labour, 19 16 miles By Contract, 14 76 miles Waterproofed, 28 61 miles
Road Mix, 5 31 miles

ASPHALTIC SURFACING—MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Wetaskiwin to Millet	9 37	2" Hot Plant Mix Surface Course	Contract
Airdrie to Crossfield	9 45	2" Hot Plant Mix Surface Course	Contract
Kavanagh to Edmonton	19 16	Surface Treatment	Day Labour
Ponoka to Wetaskiwin	21 60	Surface Treatment	Day Labour
Wetaskiwin to Millet	9 37	Seal Coat	Day Labour
Millet to Kavanagh	8 93	Seal Coat	Day Labour
Millet-Kavanagh	8 93	Seal Coat	Day Labour
TOTAL	86 81		

By Contract (2" Hot Plant Mix Surface Course), 18 30 miles By Day Labour (Surface Treatment and Seal Coat), 68 51 miles 2" Hot Plant Mix Surface Course 18 30 miles Surface Treatment, 28 61 miles Seal Coat, 39 90 miles

ASPHALTIC SURFACING SUMMARY

Asphalt used (including waterproofing in Stabilized Base Course)	976,597 5	gallons
Aggregate used	13,978	cu yds
Plant Mix Surfacing Material	27 467 265	tons
Area	1 128 622	sq yds

TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL PROJECTS

	Day Labour	By Contracts	Total Cu Yds
Crushed Gravel to Railway Cars	11 760	61 733	76 493
Crushed Gravel to Trucks	7 638	22 110	29 748
Crushed Gravel to Stockpile	5 870	71 225 5	77 095 5
Pit Run Gravel to Trucks	38 260 5	15 415	53 675 5
Crushed Gravel from Stockpile to Trucks	105 591	53 506	159 097
TOTAL CUBIC YARDS	169,119 5	226 989 5	396,109

SURVEYS BRANCH.

Report for the Fiscal Year ended March 31, 1946

(A. P. C. BELYEA, *Director of Surveys*)

During the year, four field parties were employed from the first week in May, until the 1st of November, on surveys of main highways, new roads, road diversions and miscellaneous surveys.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1944 (after revising schedule)	152
Surveys asked for during 1945	121
Surveys made during 1945	115
Surveys carried over to 1946	158
Plans submitted and examined on behalf of Municipal Districts	55
Titles issued to roadways surveyed by Municipal Districts	136
Plans prepared and filed in Land Titles Office	117
Certificates of Title received for roadways	104
Certificates of Title received for lands given for public purposes under Departmental regulations as to subdivisions	6
Certificates of Title to public buildings	7
Transfers issued covering lands no longer required	244
Number of plans of subdivisions approved	191
Plans submitted by Department of Water Resources	20
Plans of Power and Transmission Lines	26
Vouchers issued for compensation	258
Leases of road allowances in force	387
New leases of road allowances issued	44

Location of highways, roads, road diversions, telephone right-of-way, and miscellaneous areas surveyed:

MAIN HIGHWAYS				
	Twp	Rge	Mer	
Lethbridge-Coutts	1 to 6	15 to 19	4	
Lethbridge-Macleod	9	22	4	
Medicine Hat-Walsh	11	2	4	
Hardisty-Hughenden	40 & 41	6	4	
Hardisty-Hughenden	40	5	4	
Killam-Galahad	40, 41 & 43	13, 14	4	
Rocky Mountain	39	7	5	

ROAD SURVEYS				
I D's & M D's	Section	Twp	Rge	Mer
I D 3	5	6	15	4
I D 3	7, 8, 17 & 18	4	15	4
I D 3	2 & 11	5	14	4
M D 4	10, 11	16	17	4
I D 11	26	8	9	4
I D 11	11	10	1	4
I D 11	6	9	5	4
I D 11	16 & 22	12	7	4
I D 21	5 & 8	16	2	4
I D 21	12 & 13	15	3	4
I D 21	3 & 10	13	5	4
I D 21	23	16	1	4
I D 21	36	15	3	4
I D 21	15 & 26	16	1	4
I D 23	22	13	15	4
I D 28	32 & 33	21	12	4
I D 28	14, 15, 16	21	13	4
I D 28	9	19	14	4
I D 42	7	28	19	4
M D 87	1	62	4	4
M D 81	20	55	13	4
M D 81	5 & 19	55	12	4
M D 81	29 & 31	55	14	4
M D 81	1, 11 & 12	56	15	4
M D 81	6	56	14	4
I D 101	10 & 16	62	1	4
I D 101	22, 23 & 27	63	6	4
I D 102	1 & 12	65	17	4
I D 102	27	68	13	4

DEPARTMENT OF PUBLIC WORKS

I D's & M D's		Section	Twps	Rge.	Mer
I D	102	3, 4, 10 & 15	65	13	4
I D	102	4, 5, 8 & 17	63	12	4
I D	102	32, 33 & 28	62	12	4
I D	102	1, 12, 13, 14, 23, 27 & 34	64	13	4
I D	102	R L 42	67	14	4
I D	102	6	64	12	4
I D	102	31, 32, 29, 20, 17	63	12	4
I D	102	3, 11 & R L 6	68	16	4
I D	102	23 & 26	63	20	4
I D	102	11, 14, 15 & 22	68	16	4
I D	104	3 & 10	67	18	4
I D	104	1, 4, 10, 12 & 15	67	18	4
I D	104	13, 14, 21, 22, 23 & 28	68	19	4
I D	104	34	67	18	4
I D	107	24	64	25	4
M D	71	1, 12 & 13	47	1	4
M D	75	2 to 36	49	1	5
I D	76	3	48	5	5
I D	76	22, 23, 26 & 29	49	5	5
I D	76	20	46	4	5
I D	76	34, 35	47	6	5
I D	76	11, 14	46	1	5
I D	76	22	47	1	5
I D	76	35	48	4	5
I D	76	2 & 11	49	4	5
I D	78	3, 4 & 11	57	11	5
M D	93	1, 2, 3, 4 & 5	57	7	5
M D	61	35	45	3	4
I D	108	7	60	6	5
M D	62	32	42	13	4
MISCELLANEOUS					
I D's & M D's		Section	Twps	Rge	Mer
M D	16	Court House Site in Macleod	20	2	5
M D	32	17	12	Gravel Pit	
M D	26	23	12	27	4
I D	28	1	16	Claresholm Ment	Inst
I D	28	27	21	Ferry Site	4
I D	28	28	22	Gravel Pit	4
M D	71	14	54	Gravel Pit	4
M D	71	22	55	Revision	4
M D	71	30 & 24	56	Ferry Site	4
M D	81	6	56	Ferry Site	4
M D	102	R L 77 & 18	67	Ferry Site	4
M D	102	23 & 14	68	Revision	4
M D	102	R L 49	68	School Site & Revision	
M D	104	31 & 32	68	Lac La Biche	4
M D	93	6	56	Revision	
M D	93	8 & 9	54	Easements	4
I D's 1 & 3			54	Gravel Pit	5
Special Areas			1 & 2	Abandoned C N R grade	4
Special Areas			33	6 to 10	4
			32	Ranch boundaries	
			32	Diversion	4
				Revision	

THE TOWN AND RURAL PLANNING ADVISORY BOARD

For the Year ended March 31st, 1946

The members of the Board are: Mr. G. H. N. Monkman, Deputy Minister of Public Works, Mr. W. S. Gray, K C., Attorney General's Department, Mr. A. P. C. Belyea, Director of Town Planning, and the Hon. W. A. Fallow, Minister of Public Works, as Chairman.

During the year, a number of questions arising from the application of the revised regulations regarding main highways were dealt with by the Board. Some difficulty has been experienced in this connection, mainly due to the fact that many property owners were not acquainted with the regulations, but except in one or two cases in which the owners' proposals were definitely undesirable and barred by the regulations, the Board has succeeded in making arrangements which were satisfactory to the owners and in conformity with the regulations.

A greatly increased number of inquiries in regard to town planning matters have been received and dealt with by the office of the Director of Town Planning. The majority of these questions have been in connection with the setting up of local town planning schemes and the introduction of zoning by-laws in various towns and villages. A number of draft by-laws have been furnished to local councils and as much advice as possible has been supplied.

A new zoning by-law has been passed by the Town of Edson and amendments to existing zoning by-laws have been passed by the M.D. of Springbank (in connection with the Bowness area), the Towns of Camrose and Grande Prairie and the cities of Edmonton and Calgary. The adoption of zoning by-laws and, in some cases, of official town plans has been under consideration by the Towns of Cardston, Three Hills, Magrath, Brooks, St. Albert, Stettler and Taber and by the Villages of McLennan, Milk River, Picture Butte, Rycroft and Willingdon. Information in that connection has been forwarded to the local councils in each case.

A few inquiries have been received in regard to the establishment of tourist camps but no permits to establish such camps have been issued during the year. At the request of the Department of Trade and Industry new regulations regarding the location and design of camps have been drafted and have been submitted to the Committee which was set up by that Department under the chairmanship of the Director of Publicity to consider and report on proposed new legislation regarding the tourist industry.

During the latter part of the year, a number of reports were received of unauthorized billboards and signs on property adjoining main highways. On investigation it was found that in practically all cases these signs were of a type not permitted by the regulations and instructions for their removal were issued to the owners.

There has been a large increase in the number of plans of new townsite subdivisions submitted to the Director of Town Planning for approval. During 1945-46, 191 new plans were examined and

approved, as compared with 109 during 1944-45. The majority of these new subdivisions were additions to existing townsites and revisions of previously registered subdivisions. The increase in the number of plans is due mostly to the current demand for building sites and as it would appear that this demand is far from being met by the registration of new subdivisions, it is likely that there will be a continuing increase in the number of plans submitted during the next three or four years.

One undesirable consequence of the shortage of properly registered lots, is that many owners of acreage and farm lands in and around urban centres, have proceeded to sell lots to prospective builders without first having a subdivision laid out and registered. This practice is contrary to the provisions of The Town Planning Act and is very undesirable in that it is later extremely difficult and sometimes impossible to arrange for an orderly system of subdivision of the land with proper street and lane access in an area that has already been built upon in a haphazard manner. A development of that kind is the very reverse of "town planning", but it is difficult to prevent without proper facilities for the periodic inspection of potential building areas and at the present time it is necessary to depend upon the occasional reports sent in by district engineers and other local officials. The Town Planning office and the Board are being presented with an increasing number of problems of that nature but have not been able to prevent or remedy them to any appreciable extent.

BUILDINGS BRANCH

Report for the Fiscal Year ended March 31, 1946

(W. D. STACEY, *Superintendent of Buildings*)

The general repair and maintenance of all public buildings and institutions have been carried on by this Branch similar to previous years, to keep them up to standard. Several buildings were erected and work was performed by day labour and contract under the supervision of our foreman and directed from this office

Following is a list of the various projects:

Calgary:

The Institute of Technology and Art Building which had been used by the Department of National Defence as a R.C.A.F. Wireless School was released and considerable reconditioning had to be done to prepare the buildings for the use of the Normal School.

The Provincial Warehouse. Considerable alterations were made to this building to take care of the Petroleum and Natural Gas Conservation Board and the Department of Lands and Mines.

Provincial Building. Alterations to offices were made and a vault was erected for the Alberta Government Insurance Offices.

Edmonton:

Scona Shops. Purchase was made of land adjoining and to the South of our present property.

Normal School. The Department of National Defence (R.C.A.F.) released this building and basement rooms were completed in the North and South wings of the building to provide more accommodation.

Lethbridge:

A storage warehouse was built for the Field Crops Branch for the storage of potatoes and other field crops.

Provincial Jail. A two-stall garage was built.

Olds:

Agricultural School. Two granaries were built. The new dormitory which was commenced last year was completed.

The new slaughter house was completed.

An addition was built to the hog house for the storage of feed.

A cattle shed was built.

Oliver:

At the Farm (Provincial Mental Institute) a cow barn was built.

A three-stall garage for storage of cars was constructed.

The farm dormitory was completed.

At the Poultry Farm, alterations were made to the "E" Houses.

A new sawdust and coal bin was erected.

Ponoka:

Provincial Mental Hospital. Installation of air conditioning in the wards was commenced.

Raymond:

Provincial Auxiliary Hospital. A calf barn and pen was built. Chicken houses were erected.

St. Paul:

Provincial Building. Property was purchased and the first floor of a new building to house the Treasury Branch and the Liquor Vendor Store was constructed.

Police Buildings:

General repairs and alterations were made at a number of the Government Buildings occupied by the R.C.M.P.

The addition to the Westlock quarters was completed.

Treasury Branches:

Purchases of the buildings which we rented for Treasury Branches was made at Andrew and Peace River.

Post-War Reconstruction:

The construction of a Nurses' Home at the University Hospital was commenced.

Architectural Branch:

All plans and specifications for our work were prepared by this Branch, also plans and specifications and general supervision for the Buildings Branch, Department of Education.

Carpenter Works:

This branch of our work has been very busy manufacturing and supplying furnishings and equipment, also sash and doors for the various institutions and buildings throughout the Province.

BUILDINGS MAINTENANCE BRANCH—EXPENDITURE FOR 1945-46

CAPITAL EXPENDITURE

756	Furnishings and Equipment, Legislative and Departmental Buildings and Public Institutions, including S W 7, 14, 24	\$116,026 85	\$116,026 85
759	Sites and Construction, including S W 5 10, 18, 21, 24, 25	220,455 53	220,455 53
			\$336,482 38

INCOME EXPENDITURE

708	Administration	\$ 27,154 43	
709	Legislative and Departmental Buildings	701,764 74	
710	Public Institutions	71,902 67	
713	Government House	4,737 63	
			\$805,559 47

MECHANICAL BRANCH

Report for the Fiscal Year ended March 31, 1946

(VERNON PEARSON, *Superintendent*)

This report deals with the activities of the following sub-branches of the Mechanical Branch for 1945-46:

1. The maintenance and operation of power plants and utility services of the eight largest institutions.
2. The administration of The Steam Boilers Act.
3. The administration of The Factories Act.
4. The administration of The Welding Act.
5. The administration of The Electrical Protection Act.

Power Plants and Institution Maintenance.

The situation with regard to the supply of materials required for the proper maintenance of the Power Plants has deteriorated considerably since the end of the war. The supply of capable men, however, has improved, due to the fact that we have reinstated all members of the staff who have returned from the armed forces. This has greatly improved the overall labour situation.

Examination of the Power Plant statistics will show that there was an increase in the services supplied to the Institutions of approximately 5%, with a corresponding increase in cost.

During the previous year, there was a very marked increase in the cost of coal, which resulted in a considerable increase in our fuel cost. This upward tendency however, did not carry on through the year 1945-46, with the result that fuel costs were not as high as we had anticipated.

In September, 1945, the Royal Canadian Air Force vacated the Normal School and Institute of Technology buildings in Calgary, with the result that preparations are being made to transfer back to those Institutions all equipment that was removed in 1940 to permit these buildings to be used in the Commonwealth Air Training Plan.

It is anticipated that the Institute of Technology will be fully transferred and re-established in time for the opening of the fall session in September of this year.

No major alterations or construction work was attempted during the year.

THE STEAM BOILERS ACT

It is a pleasure to report that there were no fatalities or serious accidents due to the failure of any pressure vessel reported during the year.

John Chrapiski was fatally injured when his head was crushed by the crane bucket while unloading coal from a railway car at the City of Edmonton Power Plant.

Walter Obone died as a result of injuries received when trying to remove a clinker from the firebox of No. 1 Boiler at the City of Lethbridge Power Plant. He threw his weight against the slice bar and in so doing, ruptured a bowel which eventually caused his death.

Thomas Moniel received a head injury at the Chisholm Sawmills, Fawcett Lake Mill when a cylinder head blew out and he was struck by a flying fragment.

Ray Anderson received severe burns while igniting the oil burner in one of the boilers at the Petroleum Drillers Limited, Dome Well No. 1. The fuel control valves had been located directly below the firehole, and a poor job was made of the pipe fitting resulting in oil leaking from the joints. This oil seeped into the firebox, vaporized and ignited, causing an explosion which emitted flame from the firehole and air intake tube, burning Anderson's face and hands. The fuel control valves were moved to their original location immediately following the accident.

Four men were injured at the Alberta Nitrogen Products Limited plant, when ammonium nitrite exploded in a pipe rupturing same together with the two closure valves.

Another accident at the Alberta Nitrogen Products Limited plant, resulted in injury to six men. A nozzle was being welded to No. 2 CO₂ Scrubber Tower when an explosion occurred. Adequate precautions had been taken to remove gas from the tower and tests previous to commencing welding operations had failed to detect any gas in the vessel. Subsequent investigations did not reveal how the gas entered the tower. The company was advised to remove connecting pipes prior to cleansing operations when similar work was contemplated on vessels containing explosive mixtures.

The condition of the three damaged boilers at the East Kootenay Power Company's Sentinel Plant further deteriorated and they were ordered to be taken out of service after the 1945-46 operating season. Plans have been prepared for their replacement and it is hoped that the industrial situation will permit the installation being completed in time for the 1946-47 operating season.

The Ogilvie Flour Mills at Medicine Hat electrified the mill machinery and the working pressure of the boilers left in operation was reduced to 19 lbs. p.s.i.

The Pacific Oil & Refinery of Alberta Plant in Lethbridge has gone into liquidation and is closed down.

Something new has been drawn to our attention concerning trouble experienced in pressure vessels containing hydrogen. Inspector Lukes reported several cases of Hydrogen Blisters and plate laminations in pressure vessels. Expert opinion supports the theory that these blisters and laminations result when hydrogen

changes from a nacent form to a free state after the plate has been attacked by nacent hydrogen. Pressure vessels liable to be affected are rigidly inspected and injured plates are renewed as soon as they are detected.

Following a series of sphere explosions in the United States, the Standard Oil Company's Inspector from New York City ordered the rewelding of practically all the seams in the two Hortonsphere storage tanks in Turner Valley. This work was done under our supervision, and was satisfactorily completed. We have been given to understand that the inspection staff of the Company consider it advisable to reweld these seams at stated intervals.

The water in the St. Paul and Elk Point districts is causing considerable trouble to boilers operating there. Internal pitting is extremely active and apparently boiler operators have found it impossible to obtain a suitable boiler compound or water treatment to prevent the pitting. One steel boiler had to be discarded before it had been in operation twelve months.

Fire, which destroyed the Separation Plant at Abasand Oils, was responsible for closing down the entire project, and no decision has yet been made regarding the rebuilding of the destroyed section.

The usual number of boilers were damaged due to scale or oil on the heating surfaces, insufficient water in the boilers and boilers located in buildings which were destroyed by fire. Some boilers were damaged due to low water when the low water fuel cut-off apparatus did not function owing to scale and impurities rendering them inoperative. Evidently the operators considered that the automatic safety features did not require any attention after their installation.

There were six prosecutions for violations of The Boilers Act and a conviction was secured in each case.

The north-west portion of the Province, north of the Peace River and west to the British Columbia boundary was visited during the summer months and the inspection of all pressure vessels in that district was completed.

Assistant Inspectors C. Marsh, D. J. Brenton and A. J. Rees were appointed to the staff.

The District Inspectors have expressed their appreciation for the assistance and co-operation rendered by the staff and also for the splendid co-operation received from the owners and engineers in their respective districts

There follows a summary of work accomplished during the year, along with a comparative summary of work and revenue for the years 1944 '45 and 1945, 46.

Type of Boiler or Pressure Vessel Inspected	1945-46	1944-45
Horizontal Return Tubular	336	406
Horizontal Furnace	28	49
Water Tube	173	272
Locomotive Type	751	862
Vertical	135	211
Air Receivers	2,252	2,314
Heat Exchangers	119	134
Oil Stills	5	10
Steam Processors	83	66
Steel Heating	481	619
Cast Iron	585	493
Miscellaneous	459	406
	<u>5,367</u>	<u>5,842</u>

Condition of Pressure Vessels Inspected		
Good	3,483	3,550
Fair	1,773	2,137
Poor	97	120
Condemned	10	12
Scrapped	4	23
	5,367	5,842
Certificates Issued	4,486	4,776
Number of Inspection Visits	6,610	7,256
Number of Special Inspections under Sec 13 of The Alberta Boilers Act	59	119
Factory Act Inspections	626	790
Number and Class of Engineers' Certificates Issued		
First Class	2	1
Second Class, 750 H P	1	1
Second Class, 500 H P	16	12
Third Class	51	65
Special	12	22
Traction Final	7	9
Fireman's Final	20	29
Provisional	420	421
Temporary	458	391
Welder's Certificates	19	19
	1,006	970
Number of Designs Surveyed	152	128
Revenue for Surveying and Registering Designs	\$ 1,082 00	\$ 1,009 50
Pressure Vessel Registrations	39,961 45	39,464 25
Engineers' Registrations	2,275 00	2,346 00
Engineers' Certificates	4,566 50	4,794 00
Special Inspection Fees	890 17	3,279 25
	\$48,775 12	\$50,893 00

THE FACTORIES ACT

Since our last report, the war has ended and our nation is again at peace and the change from war to peace has already shown its influence upon the mercantile and industrial life of the Province. Employment in industry has already dropped below that of one year ago, the present year showing about twelve hundred less female employees in industry, than the report ending March 31st, 1945.

During the year under review, the manufacturing of flour and by-products of wheat, has increased considerably. The largest flour mill in the Province which has been idle for a number of years, is at present being reconditioned and will shortly be operating again. The production of sugar in the Province, again exceeded that of the preceding year. A new company entering Alberta has erected a new canning factory, resulting in a new record being established in the canning of vegetables.

Construction of houses and other building operations in the past year created a great need for those building materials manufactured in the Province, such as lumber and other wood products, brick, tile and cement. The erection of homes created demands for furniture and furnishings, thereby causing full employment, in the factories manufacturing these products.

Oil production during the past year again showed a decrease over that of the previous year, but the search for oil in the Province still continues, and considerable prospecting has been carried on in many parts of the Province. The drilling for natural gas during the past year has been greater than that of the preceding year.

In the catering industry, employment has maintained a peak level throughout the year. Many places of business have enlarged

their present premises, and many more businesses in new locations have started during the year in all parts of the Province.

During the year, copies of all inspectors' reports have been furnished to the Workmen's Compensation Board, and the Board has notified this Branch of many accidents and the manner in which they occurred. This information being of considerable benefit to our inspectors in the course of their duties. Our inspectors on many occasions have made investigations as to the cause of accidents in order to prevent similar accidents occurring, both at the request of the Workmen's Compensation Board and by employers.

A number of minor recommendations by inspectors were uncompleted at the end of the year.

INSPECTIONS

Inspectors again this year have devoted the greater part of their time to those centers where large factories and shops are situated, and where the greater number of employees were known to be employed.

Requests for special inspections have continued to be made, both by employers and contractors when alterations in present structures, and the changing of equipment were being made and when new buildings were being erected.

The cities of Medicine Hat and Lethbridge not having resident inspectors, received periodical visits from the inspectors resident in Edmonton and Calgary, Lethbridge receiving six and Medicine Hat five. Periodically during the year, inspectors made inspections in those parts of the Province where oil wells were being drilled and where outlying factories are situated.

Table number one, sets forth the number and classification of inspections made, together with the number of male and female employees under each class and the number of safety recommendations made. Under the heading "Safety", recommendations were made relative to the guarding of machinery and shafting, hand rails and stairways, runways and platforms, openings in floors, condition of ladders and scaffolding, access to exits and fire escapes, and good housekeeping.

TABLE No 1
SUMMARY OF INSPECTIONS AND EMPLOYEES

	No of Inspections Made	No of Male Employees	No of Female Employees	Total No of Employees	No of Safety Recommend- ations made
Factories	2,109	21,013	7,194	28,207	940
Shops	1,580	8,993	8,315	17,308	120
Office Buildings	97	218	67	285	
Totals	3,786	30,224	15,576	45,800	1,060

PASSENGERS AND FREIGHT ELEVATORS

There were fourteen new elevators installed during the year as follows: Two Passenger, eight Power Freight, two Humphrey and two Power Dumbwaiter.

A total of 767 elevator inspections were made, and of these 62 were special or requested inspections. Twenty-seven elevators

were found not being operated at the time of inspection and a total of 668 elevator inspection certificates were issued, which will net a revenue of \$2,650.00.

Table number two contains information relative to the number of elevator inspections made, classification of such elevators inspected, and the number of safety recommendations made in each classification.

TABLE No 2
SUMMARY OF ELEVATOR INSPECTIONS

Class of Elevators Inspected	No Insp	No Rec
Escalator	7	2
Passenger	183	181
Power Freight	373	559
Manually Operated Freight	49	60
Employee's Belt Lift or Humphrey	23	25
Power Dumbwaiter	33	9
Not being Operated	27	15
Condemned	3	
Dismantled or Scrapped	12	2
Reinspected Passenger	20	16
Freight	30	30
Manual	4	5
Humphrey	3	4
Total	767	908

The Department during the year, was advised of 18 accidents occurring on elevators. This is a considerable reduction from the previous year, when 48 such accidents were reported to the Department. The following is an analysis by causes of the total accidents reported and investigated:

Shear platform to threshold	4
Hand injuries in closing gates and doors	7
Caught in moving parts	2
Miscellaneous	5
Total	18

The above accidents were caused by the following:

Unsafe conditions	4
Unsafe acts	12
Undetermined	2
Total	18

No information was laid by the inspectors of the Department for infractions of The Factories Act during the past year.

THE WELDING ACT

Examinations of welders were held at various points throughout the Province during the fiscal year 1945-46; the following is a list of these points: Edmonton, Medicine Hat, Brooks, Calgary, Blairmore, Lethbridge and Red Deer.

A total of 950 certificates were issued. The classification of these is as follows: 77 Final Journeyman, 2 Temporary Journeyman, 17 Provisional, 356 Final Specials, 128 Temporary Specials, and 370 Apprentices.

This entailed 950 applications to check and approve, 839 examination papers to mark, and an equal number of practical tests to conduct and examine. There were 95 failures. In addition to the above, 24 practical tests were conducted and examined for welders who were qualifying under The Steam Boilers Act.

Three accidents were reported to the Department. Two accidents occurred from ignition of acetylene gas escaping from the filler opening of carbide generators during the course of filling the generators with fresh water. Two welders, namely Joseph Otteson, employed by the Blairmore Iron Works, Blairmore, Alberta, and Jim Ford, employed by the Big Chief Paint and Body Shop, Calgary, Alberta, received burns to face and hands. One serious accident occurred at the Westeel Products Limited, Calgary, Alberta, on March 8th, 1946, when Robert N. Gibbons of Calgary was fatally injured as he struck an arc on a steel drum which had contained gasoline.

There were 96 investigations made during the fiscal year relative to infractions of The Welding Act, resulting in 72 convictions—8 under Section 10 and 64 under Section 9. Four cases have, as yet, not been disposed of. Proceedings were withheld in the remaining cases due to insufficient evidence.

A considerable amount of work was accomplished this year due to the assistance of an additional Examiner Territories were checked which had not been checked for some considerable time, resulting in a great deal of clean-up work being completed, however, there is much to do before the entire situation will be under control.

THE ELECTRICAL PROTECTION ACT

The end of the year brought some decrease in the output of electrical energy, due mainly to the closing of the various Airports and Army Camps. To offset this, however, there was a considerable increase in consumption by Commercial and Domestic users. Day-light Saving was discontinued in October, resulting in a marked increase in consumption, and the total output of electric power was less than 5% below the record high established in 1944. The Alberta Nitrogen Plant, Calgary, continues to be one of the largest consumers of power, having used over 136,000,000 kilowatt hours during 1945. It is expected that this plant will continue to operate at a maximum capacity for at least another two years.

Additions to Supply and Distribution Systems throughout the Province were of a minor nature, consisting, for the most part, of extensions to take care of new domestic and rural customers. Short extensions were made to serve approximately 100 new rural customers from existing distribution lines, and approximately 175 miles of 6,900 volt rural line was built to serve about 200 new rural customers. These new rural line extensions were made in districts adjacent to Taber, Olds and Edmonton. The Canadian Utilities extended their transmission line from Elnora to Delburne, resulting in an increase of about 75 customers served from high tension lines.

An application was made by the Calgary Power, Company to use the earth as a return conductor in certain rural installations adjacent to existing 13,000 volt lines. They wished to increase the voltage of these lines to 22,000 volts to take care of increased load. A meeting of representatives of the Alberta Government Telephones, Power Companies, and the Mechanical Branch, was held in May, at which a general agreement was reached regarding the requirements and limitations of the use of the earth as a conductor. It was agreed that, before installations of this kind would be accept-

ed, a series of tests should be made to make sure communication lines would not be adversely affected. In accordance with this requirement, tests were made on the transmission lines from St. Albert to Westlock and from Strathmore to Brooks in August by Professor Wallace of McGill University and representatives of the Alberta Government Telephones. These tests indicated that the use of the earth as a conductor would not cause excessive interference, and permission was granted for the use of this method to serve small isolated loads adjacent to these lines.

Electrical Contractors and workmen have been continuously employed during the year, and there is still an acute shortage of qualified men, particularly at country points. Through a new Apprenticeship system and the training of returned men, it is hoped that this shortage of skilled tradesmen will be progressively eased.

The new housing programme together with the expansion and additions to commercial establishments caused an acute shortage in electrical materials in the fall of 1945. This shortage has continued up to the present time, and it appears unlikely that sufficient material to meet the demand will be available in 1946. Difficulty in obtaining cotton has made it impossible to manufacture many of the wiring materials using cotton braid. Non-Metallic sheathed cable, loom, and braid covering for conductors, are some of the items affected. This, together with the difficulty in obtaining porcelain, has made it very difficult to keep electrical installations up to the usual standard, and, in several cases, permission has been granted to use materials and methods which do not meet pre-war standards.

Various emergency revisions were made to the Canadian Electrical Code rules to allow the use of new materials which were brought out during the war. Synthetic insulation in place of rubber is one of these new products which is now coming into general use. A general revision of the Canadian Electrical Code was delayed for one year, as the committees wished to study more closely revisions being made to the National Electric Code in the U.S.A. New provincial regulations covering electrical distribution lines and interior wiring installations have been drawn up, and it is hoped that these will be printed and in use during 1946.

An agreement was reached with the Superintendent of the Banff National Park whereby inspections to Commercial and Domestic installations in this area are to be made by an inspector employed by the Park authorities. Reports of these inspections are forwarded to the Provincial Inspection Department for approval. It was agreed that the C.P.R. Hotels at Banff and Lake Louise and the distribution system of the Calgary Power Company should come under provincial inspection.

Only one fatal accident due to electric shock or burns occurred in the Province during the year. This accident occurred when a power line blew down on a highway during a wind storm, and was due to supporting earth having been removed from around the poles by road grading operations. A farmer and his family, traveling along the highway, tried to raise the line to pass, apparently not realizing that the conductors were still energized. In the resulting confusion from receiving shocks, the farmer's wife was killed and the farmer and his daughter received severe burns and shocks.

Cattle were killed in an accident in the Brooks area when a power line blew down in a storm. This accident was due to unusually rapid deterioration of poles at ground level combined with the laxity of periodic tests of pole conditions. The power lines in this area were immediately checked and creosoted butts installed where necessary. There were six serious accidents involving electric shock which were investigated during the year, and instructions and recommendations issued to prevent their recurrence.

Several items of electrical equipment were found during the year which had not been tested and approved by any recognized testing authority. In each case, sale of this equipment was stopped until suitable tests were made and approval obtained. In most cases, this equipment was brought in direct from the U.S.A., and it would appear that some arrangements with the Customs is necessary to keep reasonable control over such shipments. There has been a large increase in the amount of electrical equipment and a number of devices submitted to the C.S.A. for tests and approval. This increase has been particularly noticeable in the last three months, and the testing laboratories are having difficulty in meeting this demand through lack of staff and testing facilities.

A new inspector, added to the staff early in 1945, left the service in July, and it was impossible to find a suitable replacement until early in 1946. As a result, it was impossible to make complete coverage of rural inspections or to make inspections in many towns and villages throughout the Province. In many cases, the Inspection Branch was unable to make the inspections desired by various individuals and companies.

An increased number of enquiries regarding rules and methods to be followed in electrical installations were received from contractors and consumers. In addition, the following reports and plans were received for approval:

Service Reports, Form E	602
Plans and Specifications	39
C S A Approval Reports	178

HIGHWAY TRAFFIC BOARD

(G. H. N. MONKMAN, *Chairman*; W. T. AIKEN, *Secretary*)

After V-E Day on May the 8th, 1945, Federal restrictions in regard to bus operation were gradually withdrawn with the result that bus schedules were increased and operation on routes which had been discontinued during the period of the war, were reinstated. The number of passengers seeking transportation by bus showed no tendency to decrease and Bus Companies found difficulty in securing sufficient equipment to serve their customers.

A number of Airports operated by the Federal Government were closed, and the necessity for transportation ceased, resulting in the cancellation of a number of such franchises. The following services were discontinued:

Checker Bus Lines	Edmonton-Namoo
Centual Bus Service	Nanton-Vulcan-Kirkcaldy Airport
	Vulcan-Ensign-Airport
Morrison & Sargent	Grande Prairie-Airport
Sorensen Bus Lines	Red Deer-Penhold Airport
Wainwright Bus Lines	Wainwright-Military Camp

Applications for the extension of previously operated routes were approved as follows: Morrison & Sargent to extend the operations from Grande Prairie to Calais east to High Prairie; Sunburst Motor Coaches to extend operation on the Edmonton-Vilna route east to St. Paul and Cold Lake. Also operation on the Edmonton-Wainwright route east to Czar.

The following operations were reinstated: Branch Lines Ltd., Mountain Park to Coalspur and Luscar; Highway Transports Ltd., Edmonton to Two Hills, Star Bus Lines, Camrose to Alliance; John Ferstay, Transportation of miners in Crow's Nest Pass area. The route previously operated by the Blue Goose Bus Lines between Edmonton and Flatbush was taken over by the Canadian Coachways Ltd., and reinstated.

Applications for the operation of bus service over various routes were received and considered by the Board at public hearings, with the result that certificates were granted to the following: Grimshaw-Yellowknife Transportation Ltd., Peace River to Notikewin; Lorenz Truck Service, Medicine Hat to Hilda, James H. Shaw, Edmonton to Tomahawk; Taber Transport Co., Taber to Vauxhall and Travers; Jens H. Smith, Calgary to Hussar.

The following certificates issued during the year were in effect as at March 31, 1946:

Alberta-Montana Bus Lines	Lethbridge-Coutts
Anderson, E. A.	Grande-Prairie-B.C. Boundary
Baisley, L. C.	Ponoka-Provincial Mental Hospital
Blue Goose Lines	Edmonton-Newbrook
Branch Lines Ltd.	Mountain Park-Luscar
	Mountain Park-Coalspur
Bus Universal Supply	Edmonton-Beverly
Canadina Coachways, Ltd.	Edmonton-Athabasca
	Edmonton-Lac La Biche
	Edmonton-Breton
	Edmonton-Flatbush
Carbon Bus Lines	Carbon-Central Service Station
Crown Coal Co.	Starky Mine-Edmonton
	Edmonton-Penn Mine

The following comparative statements reveal the extent to which bus service has been extended and the increase in the number of people availing themselves of this method of transportation:

MILES OPERATED

	Dirt Roads	Gravel Roads	Total
Actual Bus Miles Travelled	432,338	3 564,295	3 996,633
1945-46	498,766	2,340,936	2,839,702
1944-45			
Decrease	66,428		
Increase		1,223,359	1,156,931
Passenger Miles Travelled			
1945-46	11,032,825	108,764,087	119,796,912
1944-45	10,968,395	69,892,001	80,860,396
Increase	64,430	38,872,086	38,936,516
Passengers Carried			
1945-46	2,420,165		
1944-45	2,318,255		
Increase	101,910		
Gas Consumed			
1945-46	708,763	Gallons	
1944-45	497,150	Gallons	
Increase	211,613	Gallons	

The total number of licenses issued by the Board for truck, bus and livery operation increased from a total of 36,506 issued in 1944-45 to a total of 37,566 for the year 1945-46.

Licenses were classified as follows:

Buses	197	Commercial Vehicle	2 861
Liveries	391	C & U Restricted Area	2,514
School Vans	615	Government, Provincial, Fed-	
Farm Trucks	21,679	eral and Municipal	1,513
Drive Yourself Cars	21	Miscellaneous	1,799
Grain Hauling	440		
Public Service	5,536	Total	37,566

PROVINCIAL GAOL, FORT SASKATCHEWAN, ALTA.

(J. D. McLEAN, *Warden*)

The daily average population during the year 1945-46, was 192.09. The general health of the inmates of this institution has been excellent.

Farming operations this year shown by the following summary:

Item	Acreages	Yield
Wheat	22	390 bus
Oats	244	7,100 bus
Barley	192	2,038 bus
Hay	69	35 tons
Vegetables	52	various

CASH STATEMENT SUMMARY

Gaol Operations (including Administration)	\$ 79,107 07
Maintenance of Buildings and operation of Power Plant	30,874 95
Gross Cost	\$109,982 02
Less Revenue	11,829 53
Net Cost	\$ 98,152 49
Average Daily Population	192 09
Per capita cost per prisoner per day	
Gaol operations	1 128
Buildings and Power Plant cost	440
Gross per capita cost	1 568
Less Revenue per capita	169
Net per capita cost	1 399

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDED MARCH 31st, 1946

MALE

Total number of Male Prisoners admitted		902
Total number of Male Prisoners discharged		902
	Comm	Sent
Male Prisoners in Gaol as at March 31st, 1945	8	143
Male Prisoners admitted during the year ending March 31st, 1946	261	638
Total	272	781
Male Prisoners discharged during the year ending March 31st, 1946	268	634
Total Male Prisoners in Gaol as at March 31st, 1946	4	147
Daily average Male Prisoners year ending March 31st, 1946		151 87
Daily average Male Prisoners serving time at outside points with the R C M P for the year ending March 31st, 1946		4 51
Total daily average Male Prisoners year ending March 31st, 1946		156 38

DISCHARGES

Time expired	528	Out with Military Authorities	3
Paroled	24	Transferred to P A Penitentiary	6
Fine paid	31	Released per Attorney General	1
Released on bail	13	Released per Child Welfare	1
Transferred to R C M P	272	Out as witness	1
Transferred to Hospital	12		
Conviction quashed	1	Total Discharges	902
Transferred to Mental Institute	7		
Released to Immigration Dept	2		

SENTENCES

Under 30 days	51	9 months to 1 year	18
30 days to 2 months	193	1 year to 2 years less 1 day	58
2 months to 3 months	81	To be hanged	2
3 months to 4 months	101	Previously shown	34
4 months to 5 months	32		
5 months to 6 months	4	Total	638
6 months to 9 months	64		

ANNUAL REPORT, 1945-46

39

REMISSIONS			
Received full remission	525	Total remission earned	6,564
Received part remission	2	Number participating	527
Received no remission	375	Average days earned per prisoner	12 45
Total	902		

COUNTRY OF BIRTH			
Canada	447	Switzerland	1
United States	28	Finland	1
England	6	Yugoslavia	2
Scotland	11	Lithuania	1
Ireland	17	Wales	1
Austria	18	France	1
Poland	26	Italy	1
Russia	8	Denmark	1
Germany	5	Hungary	1
Sweden	6	Previously shown	34
Norway	10		
Holland	1	Total	638
Roumania	4		
Ukraine	7		

AGES			
Under 20 years	81	Over 70 years	8
20 to 30 years	195	Previously shown	34
30 to 40 years	118		
40 to 50 years	94	Total	638
50 to 60 years	63		
60 to 70 years	45		

CRIMES			
Against property			204
Against any other Act			70
Against religion and morals			229
Against the person			45
Against public law and order			56
Total			604
Previously shown sentenced and out for various reasons and now returned to complete sentence or additional sentence			31
Total			638

FEMALE REPORT			
Total number of Female Prisoners admitted			351
Total number of Female Prisoners discharged			349
Female Prisoners in Gaol as at March 31st, 1945	Comm	Sent	
Female Prisoners admitted year ending March 31st, 1946	1	38	
	85	266	
Total	86	304	
Female Prisoners discharged year ending March 31st, 1946	85	264	
Total Female Prisoners in Gaol as at March 31st, 1946	1	40	
Daily average Female Prisoners year ending March 31st, 1946		35 71	

DISCHARGES			
Time expired	133	Released on bail	1
Paroled	3	Conviction quashed	1
Fine paid	12	Out as witness	10
Released by Dr. Oir	45	Released per Attorney General	1
Out with R.C.M. Police	81		
Transferred to Hospital	56	Total	349
Transferred to Mental Hospital	6		

REMISSIONS			
Received full remission	132	Total remission earned	1,177
Received no remission	217	Number participating	132
Total	349	Average per person	8 91

SENTENCES			
Under 30 days	9	9 months to 1 year	3
30 days to 2 months	74	1 year to 2 years less 1 day	1
2 months to 3 months	28	Indefinite	24
3 months to 4 months	40	Previously shown	64
4 months to 5 months	11		
5 months to 6 months	1	Total	266
6 months to 9 months	11		

DEPARTMENT OF PUBLIC WORKS

COUNTRY OF BIRTH				
Canada	167	Finland	1	
United States	14	Czechoslovakia	1	
England	10	Previously shown	64	
Scotland	4			
Poland	3	Total	266	
Austria	1			
Russia	1			
AGES				
Under 20 years	N	27	60 to 70 years	1
20 to 30 years		90	Previously shown	64
30 to 40 years		50		
40 to 50 years		15	Total	266
50 to 60 years		19		
CRIMES				
Against property			28	
Against any other Act			44	
Against religion and morals			122	
Against the person			5	
Against public law and order			3	
Total			202	
Previously shown sentenced and out for various reasons and now returned to complete sentence or additional sentence				64
Total			266	

PROVINCIAL GAOL, LETHBRIDGE, ALBERTA
(H. HOLT, Warden)

The daily average population for the year ending March 31, 1946, was 139.08, an increase of 13.33 over the previous year.

The general health of the inmates was excellent.

Farm operations are shown by the following summary:

Item	Acreage	Yield
Wheat	122	2 281 bus.
Oats	153	7 283 bus
Barley	112	4 670 bus
Potatoes	47	200 tons
Alfalfa Hay	134	181 tons
Vegetables	28	various

CASH STATEMENT SUMMARY

Gaol operation (including administration)	\$ 60,718 62
Maintenance of buildings and operation of Power Plant	22,441 77
Gross cost	\$ 83,160 39
Less Revenue	19,322 49
Net cost	\$ 63,837 90
Daily average population	139 08
Per capita cost per prisoner per day	
Gaol operation	\$1 196
Building and Power Plant	442
Gross per capita cost	\$1 638
Less Revenue per capita	380
Net per capita cost	\$1 258

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDED MARCH 31st, 1946

Total number of prisoners admitted during 1945-46	755
Total number of prisoners discharged during 1945-46	714
	Sent Comm Rem
Number of prisoners in Gaol March 31, 1945	134 1 1
Number of prisoners admitted during 1945-46	689 20 46
Total	823 21 47
Number of prisoners discharged during 1945-46	650 18 46
Number of prisoners in Gaol March 31, 1946	173 3 1
Total	823 21 47
Daily average of prisoners during 1945-46	136 95
Daily average of prisoners serving sentences at outside points with R C M Police during 1945-46	2 13
Total daily average of prisoners during 1945-46	139 08

DISCHARGES

Completion of sentence	577	To St Michael's Hospital	2
Discharged to court	74	To Col Belcher Hospital	2
Deported	2	To Calgary Hospital	1
Fine and costs paid	19	To Army	6
Ticket of leave	11	Air Force Release	1
Order of Governor-General	5		
To Ponoka Mental Hospital	7	Total	714
To Prince Albert Penitentiary	2		
Released on bail	5		

DEPARTMENT OF PUBLIC WORKS

SENTENCES			
Under 30 days	109	Committed for trial	20
30 days to 2 months	321	Remanded	46
2 months to 3 months	79	To Prince Albert Penitentiary	4
3 months to 4 months	14		
4 months to 6 months	43		754
6 months to 9 months	32	Previously shown	1
9 months to 1 year	55		
1 year to 18 months	22	Total	755
18 months to 2 years	6		
Death sentence	3		
Number of prisoners who have served previous sentences			
Number of days of remission earned during 1945-46			464
Number of prisoners participating			6,659
Average per prisoner			663
11 04			
COUNTRY OF BIRTH			
Canada	527	Austria	9
England	21	Finland	4
Ireland	30	Hungary	9
Scotland	42	Holland	2
Wales	1	Germany	13
Atlantic Ocean	3	Italy	2
China	2	Roumania	3
Norway	7	Alsace-Lorraine	1
Denmark	8	Unknown	1
United States	35		
Sweden	8		754
Czechoslovakia	4	Previously shown	1
Russia	13		
Lithuania	2	Total	755
Poland	7		
AGES			
Under 20 years	96	Unknown	2
20 to 29 years	259		
30 to 39 years	128		754
40 to 49 years	143	Previously shown	1
50 to 59 years	81		
60 to 69 years	38	Total	755
70 years and over	7		
CRIMES			
Offences against Public Order, Internal and External			2
Offences against Administration of Law and Justice			4
Offences against Religion and Morals			131
Offences against the Person and Reputation			97
Offences against the Rights of Property			257
Willful and Forbidden Acts			6
Attempts, Conspiracies, Accessories			6
Offences under Dominion Acts			95
Offences under Provincial Acts			136
Offences under Municipal By-laws			1
Offences under the King's Rules and Regulations			19
			754
Previously shown sentenced and now returned from court			1
Total			755

